

Can
You
Adlet.
Peter, Nestlé and
Kohler
SEE BELOW.

The China Mail.

ESTABLISHED 1845

M. MUMBY &
JAPANESE PHOTOGRAPHY
All kinds of photographs
Work done in latest style
Developing and Printing
AMATEURS & PROFESSIONALS
JUBEN'S ROAD
CENTRAL

No. 15,650.

號八廿月六年三十一百九千一英

HONGKONG, SATURDAY, JUNE 28, 1913

日癸亥歲年二國民華中

PRICE, \$3.00 per Month.

Thorne's

No. 4
**OLD VAT
WHISKY**

as supplied to the House
of Commons.

A. S. WATSON & Co., Ltd.
ALEXANDRA BUILDINGS.

POPULAR

ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

Mitsui Bussan Kaisha.
Hongkong, January 2, 1912.

A FAMOUS DETECTIVE.

Sir Melville Macnaghten Retires from
Scotland Yard.

It is about as easy to imagine Trafalgar square without the Nelson Column as the Criminal Investigation Department without Sir Melville Macnaghten, its head, who retired to-day, says "The Evening News" of May 31.

Since 1889 it has been Sir Melville's pride to serve the public. He came to London from India when the Metropolitan Police Force was in a rut, and its reputation at a low ebb. The White-chapel murders had horrified the public, and the ignominious failure to trace the Ripper was almost as great a shock as the crimes.

Sir Melville's record shows that the C.I.D. left the rut soon afterwards. He is one of the men whose youth survives the years. You would guess his age wrong probably at the first three attempts. But he tells you that he is approaching sixty, and that his health is not as good as it was. Regrettably, therefore, he lays down his task.

His thoroughness of method has brought to justice men like Neil Cream, the poisoner, Gahan Reed, Crippen, and Seddon. He has superintended night raids, penetrated into some of the darkest East End dens, and has on at least one occasion captured a burglar himself.

He was among the first to welcome the finger-print plan, which has now almost entirely superseded the Bertillon method. His retirement is deplored at Scotland Yard as the loss of a personal friend.

WHITE GLOVES FOR MEDICAL OFFICERS

White gloves are frequently presented to judges, and magistrates to denote the absence of crime, but the district council of St. Asaph has established a precedent by presenting a pair of white gloves to its medical officer of health, who had no report to submit because there was no disease in the district.

ECONOMY IN THE END.

It costs but a small amount to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy always in your medicine chest, and it is economy in the end. It always cures and cures quickly. For sale by all Chemists and Storekeepers.

BUSINESS NOTICES.

**PETER'S, NESTLÉ'S & KOHLER'S
CHOCOLATE.**

PRIZE COMPETITION No. 4.

This month we are again offering prizes for 'Adlets'. An 'Adlet' is a perhaps best described as a concentrated Advertisement. For instance take the first letters of the words:
PETER'S MILK CHOCOLATE (i.e., P.M.C.) or **NESTLÉ'S MILK CHOCOLATE** (i.e., N.M.C.) or **KOHLER'S SELECTED BONBONS** (i.e., K.S.B.) or **NESTLÉ'S NUT MILK CHOCOLATE** (i.e., N.N.M.C.) and make some striking phrase from the Letters 'P.M.C.' or 'N.M.C.' or 'K.S.B.' or 'N.N.M.C.'

The following are some examples:—
PETER'S MILK CHOCOLATE—POSSESSES MAGNETIC CHARM.
NESTLÉ'S MILK CHOCOLATE—NESTLÉ'S MERITS COMMENDATION.
KOHLER'S SELECTED BONBONS—KEEP STOCK BY.
NESTLÉ'S NUT MILK CHOCOLATE—NO NICER MANUFACTURE CONCEIVABLE.

CONDITIONS:

Every 'Adlet' to be accompanied by a Peter's, Nestlé's or Kohler's Wrapper. So for one wrapper you may send more than one Adlet. Adlets may be sent in under a room de plume, which, if a winner will be published in the Local Papers. Your name will be treated confidentially by us. The first prize will be one of our Wrist Watches, and will be given for what we consider the best Adlet. Consolation prizes consisting of Chocolate will be given for Adlets which we consider are deserving of such. Post your attempts to Messrs Peter's, Nestlé's & P. O. Box No. 351, Hongkong, not later than 30th June, 1913.

BIJOU THEATRE.

ENTIRELY RENOVATED.

EVERY MODERN CONVENIENCE, COOL AND COMFORTABLE.

TO-NIGHT! SPECIAL ENGAGEMENT TO-NIGHT!

MISS CHINTA ZEREGA.

The World-renowned Classical Dancer who has performed before the Crowned Heads of Europe, will make her Debut.
THIS EVENING at 9.15 P.M.
NEW PICTURES NIGHTLY.

Hongkong, June 4, 1913.

A CHOICE SELECTION

**FRY'S KING GEORGE V.
AND QUEEN MARY
CHOCOLATES.**

CADBURY'S IMPERIAL CHOCOLATES.

**A SPECIALITY
FRESH HOME-MADE CHOCOLATES.**

Weismann, Limited.

Hongkong, July 24, 1912.

**ROURNVILLE
COCOA**



The Cocoa
with the
most delicious
flavour.

Made by
Cadbury's
from the
finest Cocoa

Hongkong, Dec. 17, 1909.

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, STEEL, METAL and HARD-
WARE MERCHANTS. Wholesale
and Retail Ironmongers. Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchandlers. Nos. 25 and
27, HING LOO STREET, (2nd Street, west
of Central Market) Telephone No. 515.
Hongkong September 4, 1909.

THE GRAND CARLTON HOTEL

An Ideal Family Hotel, where Living is a Real Pleasure
FIRST CLASS IN EVERY RESPECT CONVENIENTLY SITUATED. ALL
Noted for its First Class Cuisine and Perfection
Under the Personal Management of
TELEGRAPHIC ADDRESS: 'GRAND',
HONGKONG.
Telephone 1

BUSINESS NOTICES.

**THE TAIKOO DOCKYARD AND
ENGINEERING CO. OF
HONGKONG, LTD.**

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'

Pumps empty Dock in 2-3 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement,
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.
Dockyard Manager, Mr. J. R. R. can be seen between the hours of 11 a.m. and 12 noon
at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: 'TAIKOO DOCK'.

Telephone No. 212.

**THE EASTERN BAZAAR
(W. ASSOMULL & Co.)**

Late of D'Almeida Street HAVE REMOVED to Commodious premises at
No. 35, QUEEN'S ROAD CENTRAL.

In addition to SILKS, DRAPERIES and a large variety of other Goods, an entirely
new line has been opened up in JEWELLERY.

INSPECTION RESPECTFULLY SOLICITED.

Hongkong, June 12, 1913.

**WING FAT CHEONG,
TAILORING AND OUTFITTINGS.**

Just Unpacked for Summer Wear.

WASHABLE SHOWER PROOF SUITINGS.

LIGHT WEIGHT WORSTED TROPICAL SUITS.

MADE TO ORDER WITHIN SHORTEST TIME.

NEW PANAMA HATS AND KEWEAR.

24A, DES VOEUX ROAD CENTRAL.

OUR BREAD

PERFECTION.

CAKES & PASTRY

PAR EXCELLENCE

TIFFINS, DINNERS & REFRESHMENTS THE BEST.

ALEXANDRA CAFE CO.

Hongkong, April 7, 1913.

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
A LA CARTE GRILL ROOM.

J. H. TAGGART, Manager.

PEAK HOTEL

ADAMIRABLY SITUATED AT VICTORIA CLIFF,
adjacent the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-east W.
Winter. Commanding a magnificent view of Hongkong, the harbour and a
island for 10 miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.
Terms—Single Room 5/- per day. Meals 1/- each. Telephone 414. Post
Town Office. 4, DES VOEUX ROAD.

GRAND HOTEL

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION

AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMAN

BUSINESS NOTICES.

A WORLD-WIDE REPUTATION for
over THREE-QUARTERS of a CENTURY

WILKINSON'S

(Established since 1812) PREPARED ON FLUID EXTRACT OF RED JAWBERRY

"We cannot speak too highly of this."

Pronounced by the HIGHEST MEDICAL AUTHORITY

THE WONDERFUL PURIFIER of the HUMAN BLOOD

THE SAFEST & MOST RELIABLE REMEDY FOR

Torpid Liver, Debility, ERUPTIONS, &

WILKINSON'S INDISPENSABLE TO

SARSAPARILLA—ALL WHO VALUE HEALTH

BEWARE OF IMITATIONS AND SUBSTITUTES

HONGKONG: DIXON, CRITCHFIELD & Co., A. S. WATSON & Co., &c.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement

In Casks of 375 lbs. net.

in Bags of 50 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS

VICTORIA

PRICKLY HEAT LOTION

The Standard of Excellence.

The claims made for merit in a other preparations find their realization alone

in the superior merit of our

PRIOR VICTORY HEAT LOTION.

50 cents and \$1.00 per bottle.

VICTORIA DISPENSARY

KELLY & WALSH, LTD.

My Past, Countess Marie Lybiche, as late Empress of Austria, 88.00

PRINTERS' Sex Antagon, Panama, TI, 5.50

John Addick, in Creation; Destruction, 9.50

The Nation, a & the Empire, Viscount, 8.00

Modern, John Addick, 2.75

A. St. The Da, 4.00

North, Str. of Scotland, T. C. F., 4.00

Str. of South of the Tree, 4.00

Str. of Legends of the Borders, 4.00

Str. of a Worldly Woman, 2.00

Str. of W. K. Clifford, 4.50

Str. of Things about Japan, Douglas, 4.50

Str. of the late Emperor, 4.50

Str. of Antiquities and Associated, 4.00

Str. of Louis A. Flammang, 4.00

Str. of the Oberland and Valais with, 8.00

Str. of Camera & Ruckack, R. A. Malby, 8.00

Str. of The World Soul, Fielding Hall, 3.00

Str. of The Story of the Davis Cup, 3.00

Str. of The Drift of Romanticism, Elmer, 4.00

Str. of The Adventures of a Newspaper, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Str. of The Life of a Hero, 4.50

Hughes and Hough

ACCOUNTS TO THE GOVERNMENT
AND ADMIRALTY.

General Auctioneers
AND
Share, Coal and
General Brokers.

PROPRIETORS
"TO-KWA-WAN"
COAL STORAGE.

Codes used:
A.B.C. 4TH & 5TH EDITIONS.
AL. TELEGRAPHIC CODE.
Telegraphic Address:
"MIRION" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED),

on
WEDNESDAY,

the 2nd July, 1913, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
A LARGE AND VALUABLE ASSORTMENT OF
CHINESE PORCELAINS, BRONZES,
&c., &c.
As follows:—
Wall Plates, Incense Burners, Gipsies,
Jars, Blue and White, Three and Five-
Coloured Vases, of the Kungli, Kienlung,
and Tzongwen periods, Snuff Bottles,
Jade-stones, etc., etc., etc.
On view day before sale.
Catalogues will be issued.

HUGHES & HOUGH,
Auctioneers.
Hongkong, June 25, 1913. 792

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on
THURSDAY,

the 3rd July, 1913, at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
A LARGE QUANTITY OF
VALUABLE TEAKWOOD
AND CANTONESE BLACKWOOD
FURNITURE, &c., &c.
Comprising as follows:—
TEAKWOOD—Dining and Drawing
Room Suites, Upholstered Chairs and
Sofas, Carpets and Rugs, Brass Bedsteads
and Cots, Bed Room Suite, Bureaux,
Wardrobes, &c., Dining Room Furniture,
Marble-top Sideboards, Linen Waggon,
etc., etc., 2 Dinette and Dessert Services,
Crockery, Electro-plated and Sundry Good
Glass Ware, Cooking Stoves, Kitchen
Utensils, Cutlery, &c.
BLACKWOOD—1 Fine Old Cabinet in
laid Mother-of-pearl, Couches, Arm-chairs,
Flower Stands, Cabinets, Jardinieres, Hall
and Tea Tables, Tapestries, Brackets and
Photo Frames, etc., Old Inlaid Chairs,
etc., etc., etc.
Two Electric Ceiling Fans (good condi-
tion), Lamps, 1 Sewing Machine, Marble
Clocks, large American Iron Safe, Ice
Chest, etc., Mosquito Curtains and a large
number of pairs Lace Curtains, Two Pianos
and One Saloon Rifle (Lady's) Practically
NEW.
Catalogues will be issued.

TERMS.—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, June 25, 1913. 794

PATELL & CO.

Exporters & Importers

General Merchants

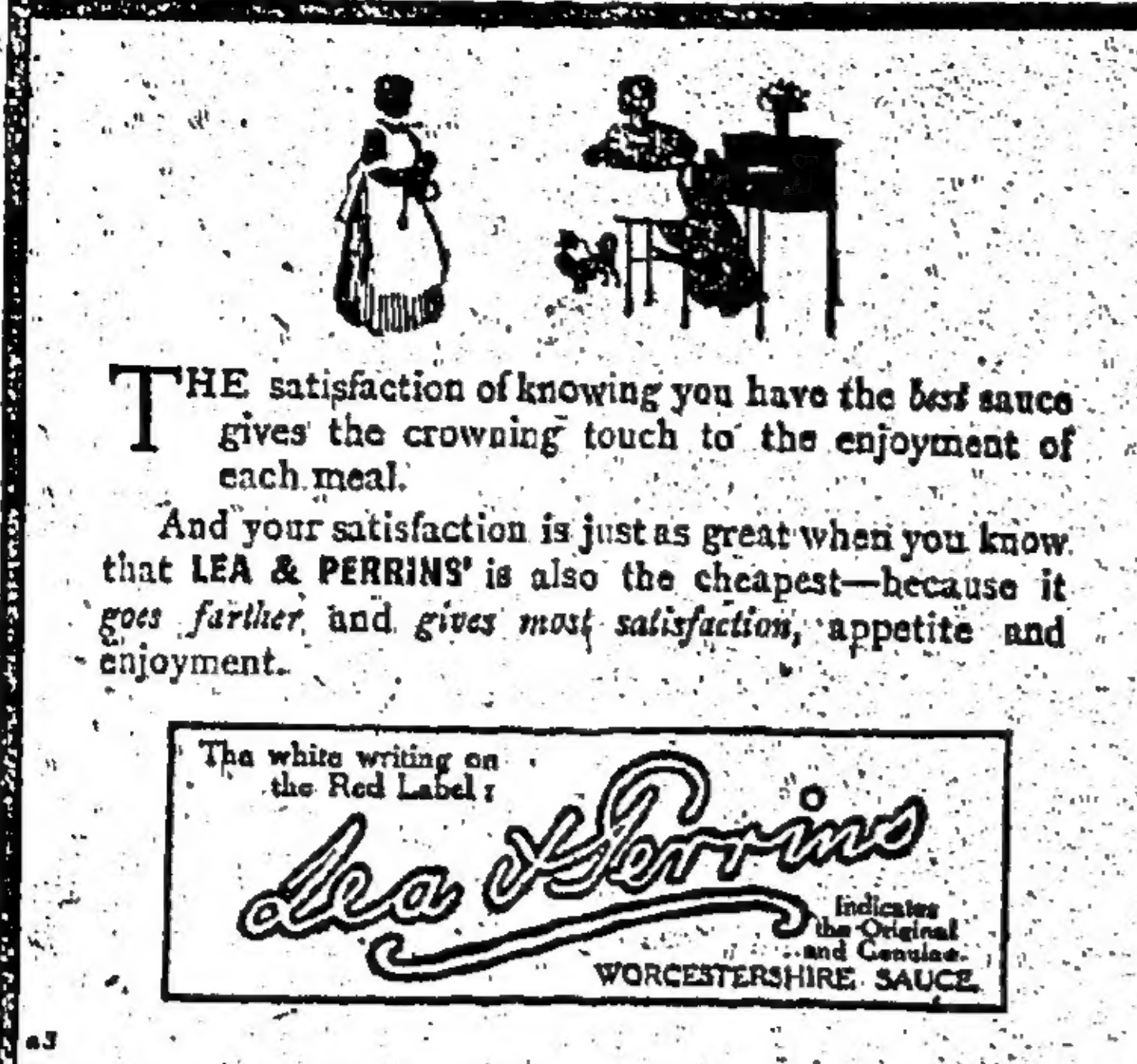
and
Commission Agents.

HONGKONG, CANTON,

SHANGHAI AND

HANKOW.

THE ALEXANDRA CAFE cannot be
beaten, it is equalled, for Bread,
Cakes, Confectionery, Meals with Wines &
Liquors.



THE satisfaction of knowing you have the best sauce gives the crowning touch to the enjoyment of each meal.

And your satisfaction is just as great when you know that LEA & PERRINS' is also the cheapest—because it goes farther, and gives most satisfaction, appetite and enjoyment.

The white writing on the Red Label!

Lea & Perrins
Worcestershire Sauce

BON TON.



JUST ARRIVED—SUNDRIES in all
Colours, Voles, Muslins, Alpaca, Drills, etc.
Great bargains in Irish Crochet.

**NORTH BRITISH & MERCANTILE
INSURANCE CO.**

IN WHICH ARE VESTED THE SHARES OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,

and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1911.
222,581,286
—Authorized Capital 50,000,000
—Subscribed Capital 50,000,000
Paid-up Capital 23,437,500
—Fire Funds 3,893,114
—Life & Annuity Funds 16,138,193
Sinking Fund Account 88,512
222,581,286

Revenue Fire branch 2,567,158
Life and Annuity 1,973,339
Branches 1,973,339
Revenue Marine Department 232,092
Other Receipts 430,193
23,437,500

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

THE EQUITABLE LIFE ASSURANCE
SOCIETY OF THE UNITED STATES

SHEWAN, TOMES & CO.,
GENERAL MANAGERS, HONGKONG

J. T. HAMILTON, GENERAL MANAGER
FOR THE EAST, TOKYO.

New Insurance Paid for... 25,687,500
Outstanding Insurance amounts... 288,853,296
Assets amount to... 2104,088,556
Surplus amounts to... 17,828,766
Dividends to Policyholders
1910... 10,575,157
Total paid Policyholders 1910... 63,439,360
Total Expenses for 1910... 10,392,093
Gross earnings from Interest
and Rents for 1910... 21,646,528
Gross rate of Income from
Investments 1910... 4.15%
Hongkong, Feb. 23, 1912.

LESSONS IN CHINESE.

MR LI HON FAN, a Chinese graduate
versed in literature, has been a teacher
to European officials and merchants in this
Colony for over ten years.

He has a good method of training Euro-
peans to pass in the Chinese examination, and
is possessed of a first rate certificate as a
Chinese teacher. He has also a good know-
ledge of Mandarin and Hakka.

Those who intend learning the Chinese
language are requested to write care of
China Mail office or direct to 37, Holly-
wood Road, 1st floor.

Chinese Teacher, 37, Hollywood Road,
1st floor.

Chinese Teacher, 37, Hollywood Road,
1st floor.

Chinese Teacher, 37, Hollywood Road,
1st floor.

Chinese Teacher, 37, Hollywood Road,
1st floor.

Chinese Teacher, 37, Hollywood Road,
1st floor.

Chinese Teacher, 37, Hollywood Road,
1st floor.

Chinese Teacher, 37, Hollywood Road,
1st floor.

Chinese Teacher, 37, Hollywood Road,
1st floor.

Chinese Teacher, 37, Hollywood Road,
1st floor.

Chinese Teacher, 37, Hollywood Road,
1st floor.

Chinese Teacher, 37, Hollywood Road,
1st floor.

Chinese Teacher, 37, Hollywood Road,
1st floor.

Chinese Teacher, 37, Hollywood Road,
1st floor.

Chinese Teacher, 37, Hollywood Road,
1st floor.

Chinese Teacher, 37, Hollywood Road,
1st floor.

Chinese Teacher, 37, Hollywood Road,
1st floor.

THE "MOST SENSATIONAL
DERBY."

(Continued from page 2.)

What a Derby to go into history! Once
upon a time a winner was disqualified
because he was proved to be a four-year-
old, and therefore an impostor. Once also
there was a dead-heat, and many times
the best horses have not been returned the
winner. But only once, and that yester-
day, has the winner been deposed for un-
fairly interfering with others. The re-
sult is too far-reaching, and altogether
beyond comprehension, to be written in
words. The public are poorer, and the
bookmakers are indeed richer. How jealously
do the gods watch over them, so
that they shall come to no harm! That
they should have been so treated is a
verdict which would have been a disgrace
to the Derby, had it not been for the
fact that the Derby is a game, and not a
sport. But there is a clean sweep. They
sweep into their coffers every wager, win
or lose, and place, on Cruganour, as also
they do those made in respect of every
other horse barring the winner. And the
few who chanced to write the name of
Aboyne in their books, were woefully un-
lucky.

You will have noticed that the Stewards
have not introduced the name of Cruganour's
jockey into their statement. Presum-
ably they considered that the name of the
horse alone was responsible for the
erratic course he steered, and the "Will
West" incidents that were the outcome.
Perhaps, in the "circumstances," it was
natural we should look for an expression
of official disapproval with the riding in
general in the race. There never was a
more disgraceful illustration of the depths
to which modern jockeyship has sunk
when a number of horses are concerned
in the Derby with a scramble and scuffle
altogether unworthy of the traditions of
the English Turf. It is all very deplorable.

SEEN FROM A HAT'S STAND.

The official statement shows clearly
enough that the ground for action did not
only lie in the last furlong of the race.
There were incidents further away from
home, on how could the names of Shogun
and Day Comet have been introduced?
They were conspicuous a quarter of a mile
from the finish to the start. I dare
say Frank Wootton's evidence would not
modify the case against Cruganour, for
the trainer of Shogun, who is the father
of that jockey, alleged that a bump which
the favourite gave Aboyne caused that
horse to bore on to Shogun, and practi-
cally extinguished his chance when going
particularly well.

On the other hand, a distinguished gen-
eral officer, who was in D'Arcy's Stand,
a most favourable position from which to
view the oncoming horses as they flash
close to the rails, assured me that he
twice saw Aboyne attempt to savage
Cruganour in the last fifty yards. This
statement was confirmed by other highly
credible witnesses, who were in a place
which entitled them to pass an opinion,
and if this really happened it would

account for Cruganour throwing up his
head near the finish, which he most cer-
tainly did do. It might also indicate that
the horse was running unkindly as the
result of great pressure, and being run
beyond the distance of his powers. Per-
haps, I might incline to this latter view.
All this, however, is surmise, but I have
not hesitated to give the statement of the
general officer referred to, because there
was a strong feeling entertained that
Aboyne was contributory to the unsatis-
factory finish of the race. If there was
any doubt at all what a pity that the
Stewards could not see their way to give
the favourite the benefit of it! How
very it was, ostensibly demonstrated to
the Stewards, as their statement makes
clear, that the chief cause of the trouble
was Cruganour, and no amount of dis-
cussion and argument now will alter the
decision, which stands irrevocable.

now they faced home.

I must pause here to point out that
Aboyne and Cruganour were always pro-
minent in the front of the "fighting."
The former, a well-grown horse, but wear-
ing blinkers, which are usually taken to
indicate that the wearer of them is an
animal of doubtful courage and uncer-
tain temper, draw out with a clear lead
before they had gone a furlong, and it was
as the distance that Cruganour seemed to
deprive him of the lead. This was taken
to mean that Aboyne was done with, as
was only to be expected after the great
pace he had set, and the force he must
have taken out of himself. It was then
that Cruganour seemed to resent his task,
for instead of coming on he sulked, as
it seemed, for a stride or two, and Abo-
yne drew level again. Then did the two
horses come locked together, and though I
was not far removed from the winning
post, I thought that Aboyne had won by a
short head. Cruganour, however, must
have spurred in the last stride or two
to have caused the judge, to hoist his
number in the frame.

Another surprise was to find that Lou-
vill was only a neck away, third. I
knew this he was third, but the fact that
he was beaten by so little shows the great
pace he was travelling at the finish. Six-
ty, who rode him, afterwards explained
that he was beset by an opening, but
not really interfered with. As he was
going much faster than the first, and
second at the finish, one can only assume
that he might have won had he enjoyed
a clear run from the Corner. Shogun
was unlucky in being a victim of the
trouble, but it is not clear that he would
have come in first in any case, while
Great Sport ran really well considering
that he started slowly. It might have
been otherwise had the going been yield-
ing, which would have permitted him to
stride out from the moment the start took
place.

FLIGHT OF THE KING'S JOCKEY.

Poor Herbert Jones, usually vigorous
and richly endowed with good nature, was
brought back in a pitiable plight as the
result of the outrageous act of the woman,
dudly Davidson. He lay pale and uncon-
scious on a stretcher, the King's colours
disordered, and blood flowing from a
wound on his face. The sight of him was
a painful shock to all in the reserved
enclosure who gazed at him as he was borne
up police into the jockeys' dressing-room.
Deep in the hearts of every onlooker
was a feeling of fierce resentment with
the miserable woman who had overwhelmed
this innocent jockey with such an in-
jury. It was a mercy he had not been
killed outright, and I have rarely known
one so intensely moved as they were over
the circumstances of this tragedy of the
day.

His Majesty witnessed him being
brought back, and expressed sympathetic
regard for his welfare. An equestrian
of the King and Lord Marcus, Beresford,
the manager of the King's racecourse,
with Mr. Richard Marsh, the King's
rainer, attended to him, but there were
no conveniences in this ancient grand
stand, and therefore, as quickly as could
be in the circumstances, he was convey-
ed to the Epsom Hospital. I am, indeed,
glad to say that last night a fairly favour-
able account of him was forthcoming.
He has concussion of the brain, and is
generally much shaken, but his condition
is not really serious.

(Continued on page 4.)

THE CHINA MAIL.

NOTICE

Communications relating to news should
be addressed to THE EDITOR.

Correspondents must forward their
names and addresses with any communi-
cation addressed to the Editor, not necessarily
for publication but as evidence of good
faith.

All matter for publication should be
written on one side of the paper only.

No anonymously signed communication
that has already appeared in any other paper
will be inserted.

Letters relating to business should be
addressed to THE MANAGER.

Orders for extra copies of the "CHINA
MAIL" should be sent as soon as possible as
the supply is limited. Cash 10 cts., Credit
30 cts., per copy.

Advertisements and additions to Advertisements
on pages 1, 6, 7 and 10 should be
sent us not later than 2 p.m.

New Advertisements should be sent in
before 3 p.m.

Advertisements and Subscriptions which
are not ordered at a fixed period will be
continued until countermanded.

Telegraphic Address "MAIL" Hongkong
Telephone No. 22.

THE CHINA MAIL, LIMITED.

JAPANESE MAKERS.

EVERY KIND
OF
Footwear
MADE
TO
ORDER

CHERRY & CO.,
FEDDER STREET,
Opposite Hongkong Hotel.

Telephone No. 491.
Hongkong, May 4, 1913.

THE
CHINA MAIL

Typhoon Map &
Guide.

Part 2 40 CENTS

THE
CHINA MAIL

Typhoon Map &
Guide.

Part 2 40 CENTS

THE
CHINA MAIL

Typhoon Map &
Guide.

Part 2 40 CENTS

THE
CHINA MAIL

Typhoon Map &
Guide.

Part 2 40 CENTS

THE
CHINA MAIL

Typhoon Map &
Guide.

account for Cruganour throwing up his
head near the finish, which he most cer-
tainly did do. It might also indicate that
the horse was running unkindly as the
result of great pressure, and being run
beyond the distance of his powers. Per-
haps, I might incline to this latter view.
All this, however, is surmise, but I have
not hesitated to give the statement of the
general officer referred to, because there
was a strong feeling entertained that
Aboyne was contributory to the unsatis-
factory finish of the race. If there was
any doubt at all what a pity that the
Stewards could not see their way to give
the favourite the benefit of it! How
very it was, ostensibly demonstrated to
the Stewards, as their statement makes
clear, that the chief cause of the trouble
was Cruganour, and no amount of dis-
cussion and argument now will alter the
decision, which stands irrevocable.

now they faced home.

I must pause here to point out that
Aboyne and Cruganour were always pro-
minent in the front of the "fighting."
The former, a well-grown horse, but wear-
ing blinkers, which are usually taken to
indicate that the wearer of them is an
animal of doubtful courage and uncer-
tain temper, draw out with a clear lead
before they had gone a furlong, and it was
as the distance that Cruganour seemed to
deprive him of the lead. This was taken
to mean that Aboyne was done with, as
was only to be expected after the great
pace he had set, and the force he must
have taken out of himself. It was then
that Cruganour seemed to resent his task,
for instead of coming on he sulked, as
it seemed, for a stride or two, and Abo-
yne drew level again. Then did the two
horses come locked together, and though I
was not far removed from the winning
post, I thought that Aboyne had won by a
short head. Cruganour, however, must
have spurred in the last stride or two
to have caused the judge, to hoist his
number in the frame.

Another surprise was to find that Lou-
vill was only a neck away, third. I
knew this he was third, but the fact that
he was beaten by so little shows the great
pace he was travelling at the finish. Six-
ty, who rode him, afterwards explained
that he was beset by an opening, but
not really interfered with. As he was
going much faster than the first, and
second at the finish, one can only assume
that he might have won had he enjoyed
a clear run from the Corner. Shogun
was unlucky in being a victim of the
trouble, but it is not clear that he would
have come in first in any case, while
Great Sport ran really well considering
that he started slowly. It might have
been otherwise had the going been yield-
ing, which would have permitted him to
stride out from the moment the start took
place.

FLIGHT OF THE KING'S JOCKEY.

Poor Herbert Jones, usually vigorous
and richly endowed with good nature, was
brought back in a pitiable plight as the
result of the outrageous act of the woman,
dudly Davidson. He lay pale and uncon-
scious on a stretcher, the King's colours
disordered, and blood flowing from a
wound on his face. The sight of him was
a painful shock to all in the reserved
enclosure who gazed at him as he was borne
up police into the jockeys' dressing-room.
Deep in the hearts of every onlooker
was a feeling of fierce resentment with
the miserable woman who had overwhelmed
this innocent jockey with such an in-
jury. It was a mercy he had not been
killed outright, and I have rarely known
one so intensely moved as they were over
the circumstances of this tragedy of the
day.

His Majesty witnessed him being
brought back, and expressed sympathetic
regard for his welfare. An equestrian
of the King and Lord Marcus, Beresford,
the manager of the King's racecourse,
with Mr. Richard Marsh, the King's
rainer, attended to him, but there were
no conveniences in this ancient grand
stand, and therefore, as quickly as could
be in the circumstances, he was convey-
ed to the Epsom Hospital. I am, indeed,
glad to say that last night a fairly favour-
able account of him was forthcoming.
He has concussion of the brain, and is
generally much shaken, but his condition
is not really serious.

(Continued on page 4.)

THE CHINA MAIL.

NOTICE

Communications relating to news should
be addressed to THE EDITOR.

Correspondents must forward their
names and addresses with any communi-
cation addressed to the Editor, not necessarily
for publication but as evidence of good
faith.

All matter for publication should be
written on one side of the paper only.

No anonymously signed communication
that has already appeared in any other paper
will be inserted.

Letters relating to business should be
addressed to THE MANAGER.

Orders for extra copies of the "CHINA
MAIL" should be sent as soon as possible as
the supply is limited. Cash 10 cts., Credit
30 cts., per copy.

Advertisements and additions to Advertisements
on pages 1, 6, 7 and 10 should be
sent us not later than 2 p.m.

New Advertisements should be sent in
before 3 p.m.

Advertisements and Subscriptions which
are not ordered at a fixed period will be
continued until countermanded.

Telegraphic Address "MAIL" Hongkong
Telephone No. 22.

THE CHINA MAIL, LIMITED.

JAPANESE MAKERS.

EVERY KIND
OF
Footwear
MADE
TO
ORDER

CHERRY & CO.,
FEDDER STREET,
Opposite Hongkong Hotel.

Telephone No. 491.
Hongkong, May 4, 1913.

THE
CHINA MAIL

Typhoon Map &
Guide.

Part 2 40 CENTS

THE
CHINA MAIL

Typhoon Map &
Guide.

Part 2 40 CENTS

THE
CHINA MAIL

Typhoon Map &
Guide.

Part 2 40 CENTS

THE
CHINA MAIL

Typhoon Map &
Guide.

Part 2 40 CENTS

THE
CHINA MAIL

Typhoon Map &
Guide.

Part 2 40 CENTS

THE
CHINA MAIL

Typhoon Map &
Guide.

Part 2 40 CENTS

THE
CHINA MAIL

Typhoon Map &
Guide.

Part 2 40 CENTS

THE
CHINA MAIL

Typhoon Map &
Guide.

Part 2 40 CENTS

THE
CHINA MAIL

Typhoon Map &
Guide.

Part 2 40 CENTS

THE
CHINA MAIL

Typhoon Map &
Guide.

Part 2 40 CENTS

THE
CHINA MAIL

Typhoon Map &
Guide.

A Stimulant as Satisfactory as Alcohol.

O.T.

<

BY TELEGRAPH.

(Roulier's Service to the China Mail.)

BRITISH POLITICS
—
LEICESTER BY-ELECTION
RESULT

LONDON, June 28.

The following is the result of the
Leicester bye-election:

Hewart (Liberal)	10,863
Wilshere (Unionist)	9,279
Hartley (Socialist)	2,530

BRITAIN'S BIRTHRATE.

— LOWEST ON RECORD.

Golf.
A RECORD OF ENDURANCE.

In the account of the golfer's performance at the Foxgrove Club, Beckenham, (mentioned in *The Evening News* on Thursday, May 29th) it has been stated that the steward, Mr. White, and his fellow-players completed at seven in the evening their eighth round, and that afterwards the steward played a ninth round by nine o'clock, the last ten holes with a mashie and putter, it being too dark to use a wooden club. The steward was his own caddy from four o'clock in the morning.

At the opening of the Hurst Golf Club, near Kenilworth, on May 31st, Harry

A medal competition over eighteen holes was decided in the forenoon, the result of which was:—Harry Vardon (South, Herts), 72; Ted Ray (Oxhey), open champion, 72; Tom Williamson (Notts), 74; and J. Bloxham (Leamington), 76.

LORD LLANDAFF'S MSS.

Another Great Lawyer Who Left a Faulty Will

making his will. He failed to observe the formality of having an attestation at-

The alteration was the interlineation of the word "not" and an affidavit of due execution of the will was required before it was admitted to probate. Probate has now been granted to Lord Llandaff's niece, Winifred Berthe de la Chere, of 6, Carlton-gardens, S.W., the sole executrix.

He desired that his niece, Winifred Berthe de la Chere, should go through all his MSS. bringing unread all those marked: "To be burnt unread" and all marked: "To be burnt." He stated that he wanted his nephews and nieces to understand that if by his will he had given more to one than to another it was not from any difference in the affection which he bore to them all.

"It is because I desire that one of them shall be able to keep up for another generation in England a house where the pictures and memorials of my family may be preserved."

"It is because I desire that one of

generation in England a house where the pictures and memorials of my family may be preserved."

"PRINCESS OF WALES."

dinner at the Newspaper Press Fund at the Whitehall rooms recently Sir Douglas Straight, in proposing a Royal toast, included the "Prince and Princess of Wales." After the laughter had ceased, Sir Douglas adroitly remarked that he hoped he was "only anticipating matters a little."

The choir boys of Brompton and Snainton

have gone on strike because they were not invited to a tea given to the adult chorists and lady helpers after the visit of the Archbishop of York to Brampton Church; where the choir united for services. The boys consider that an apology is due to them from the church officials.

SAFE, SURE, ALWAYS CURES.
Do not suffer from cramp colic or pain.

Colic, Chorea and Diarrhoea Remedy goes to the right spot and gives immediate relief. You cannot afford to be without it if you are subject to attacks of this kind. For sale by all Chemists and Storekeepers.

HONGKONG—NEW YORK

FOR NEW YORK ONLY,

33. WRAY CASTLE on or about 4th July.
 For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents

NATAL LINE OF STEAMERS

TAKING Cargo on Board of Lading to SOUTH AFRICAN PORTS
..... with transhipment at CAPE TOWN, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD
AND APCAR LINES
 Proposed Sailings from Hongkong

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
G. APOAR <small>.....</small>	June 28.	UNFUL	July 31.
DILWARA <small>.....</small>	July 1.		
FOORSANG <small>.....</small>	July 8.		

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents

THE NANYO YUSEN KUMI


(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore &

S.S. RIOJUN MARU, For Singapore, Batavia, Samang & Sourabaya. 27th June
S.S. HOKUTO MARU, For Moji & Kobe... 30th July
For Freight or Passage apply to

EXPANDED METAL
OR PLASTER WORK AND REINFORCED CONCRETE CONSTRUCTION

AS FOR
USE IN



IN CONCRETE

W

GREAT BRITAIN.  **WALLS.**
-&
AND AMERICA.
STOCK LIST, PAMPHLETS, AND PRICES ON APPLICATION.
Quotations for any description of Machinery or Engineering Plant on application to
BODWELL & Co., Ltd., MACHINERY DEPT.
OREGON PIPE LUMBER.

UNION WATERBOAT CO., LTD.
CONTRACTORS TO H.M. MARINE FORCE

TELEPHONE No. 41. **DODWELL & CO., LTD.**
GENERAL MANAGERS.

THE STANDARD LIFE ASSURANCE CO
(ESTABLISHED 1825).

For prospectus and full particulars apply to
RODWELL & CO. LTD. Agents

FRVEN LUCAS BOLS
FAMOUS GIN.



IS WORLD RENOWNED FOR
ITS AGE AND QUALITY.

SOLE AGENTS:
Carr, Price & Co. Ltd.

WINE MERCHANTS
6, Queen's Road Central, Hongkong.
TELEPHONE No. 131.

PEEK, FREAN & Co.'s Celebrated Biscuits.

CAN BE OBTAINED FROM

WING ON Co.
SINCERE CO.
KWONG HIP SHING.
KWONG WAH.
KWONG FOOK CHEONG.
SUN CO.
CHEN KWONG.
M. Y. SAN.
M. ALLISON.
SAN KWOK MAN.

and other Leading Grocers.

Ask for Our Special Novelties.

PAT-A-CAKE
SHORT CAKE
TEDDY BEAR.
LEMON PUFF CREAM.
CLOTTED CREAM.

Other well-known Biscuits such as Marie, Petit-Bourre,
Milk, Nice, Osborne, etc. are also made by us and sold at prices
which compare favourably with any other maker's.

REPRESENTATIVES FOR SOUTH CHINA.

MacEwen, Frickel & Co.

STEAMERS PASSED SUEZ CANAL.

June 8, *Senegambie*.
June 10, *Nippon*, *Princess*.
June 12, *Calcutta*, *Indra*, *Nile*.
June 17, *Benloe*, *Dunkirk*, *Lennox*,
Perth, *Kansas*, *Levi*.
June 20, *Bayern*, *Miyazaki*, *Ningpo*,
Prinz Ludwig, *Tango*, *Maria*, *For-*
ster, *Cutewild Range*, *Tongatapu*, *Amoy*,
C. J. D. Allen.
June 24, *Ghana*, *Liveria*, *Meinam*.
June 24, *Algeria*.
ARRIVALS FROM CHINA.

STEAMERS EXPECTED.

The C. P. R. Co.'s R.M.S. *Empress of India* left Yokohama at 4 p.m. on Sunday, the 15th June, due to arrive Vancouver on Friday, the 27th June.
The C. P. R. Co.'s R.M.S. *Empress of Russia* left Vancouver on Thursday, the 19th June, due to arrive Hongkong on the 14th July.
The C. F. R. Co.'s R.M.S. *Monteagle* arrived at Moji at 1.35 a.m. on Thursday, the 26th June, and leaves again at 10 p.m. on the same day; due to arrive at Kobe at 5.30 p.m. on Friday, the 27th June.

Other Vessels.

The Austrian Lloyd's s.s. *Gilda* left Shanghai for this port on the 28th June, and will arrive here on the 30th June.
The French s.s. *Phaenix* left Saigon for this port, and is due to arrive here on or about the 30th June.
The P. & O. S. N. Co.'s *Nemesis* is expected to arrive at Penang on the 30th June, at 8 a.m.
The I. C. S. N. Co., Ltd.'s s.s. *Hongkong* left Shanghai on the 26th June, due Hongkong on the 30th June.
The I. C. S. N. Co., Ltd.'s s.s. *Mining* left Sandakan on the 26th June, due Hongkong on the 1st July, at daylight.
The Shire Line Ltd.'s s.s. *Vesta* left London on the 15th May, due Hongkong on the 28th June.
The I. C. S. N. Co., Ltd.'s s.s. *Foching* left Calcutta on the 17th June, due Hongkong on the 3rd July.
The Shire Line Ltd.'s s.s. *Finch* left Portland on the 10th June, due Hongkong on the 15th July.
The B. L. S. N. Co.'s s.s. *Valda* left Rangoon on the 1st June, due Hongkong on the 10th July.
The Shire Line Ltd.'s s.s. *Den of Ruthen* left London on the 8th June, due Hongkong on the 22nd July.
The American & Manchurian Line s.s. *Kaituma* passed the Suez Canal on Tuesday, the 17th June, for Hongkong direct.
The Glen Line s.s. *Glenroy* passed the Suez Canal on 6th June for Hongkong via Straits.
The I. C. S. N. Co., Ltd.'s s.s. *Nemesis* left Calcutta on the 24th June, due Hongkong on the 10th July.

Other Vessels.

The P. & O. S. N. Co.'s s.s. *China* left Singapore in this port on the 28th June, at 8 a.m., with the outward English Mail, and is due here on the 2nd July at about 2 p.m.

The German s.s. *Rajah* left Sandakan on Thursday, the 26th June, and may be expected here on or about Tuesday, the 1st July.
The Austrian Lloyd's s.s. *Korber* left Singapore for this port on the 26th June, and will arrive here on the 1st July.
The H. A. L. s.s. *Brantia* left Hankow on the 24th June, a.m., and may be expected here on or about the 30th June, a.m.
The N. Y. K. s.s. *Mishima Maru* (European Line) left Shanghai for this port on the 27th June, and is expected here on the 30th June.
The N. Y. K. s.s. *Inaba Maru* (Australian Line) left Manila for this port on the 28th June, at daylight, and is expected here on the 30th June, a.m.
The N. Y. K. s.s. *Nikko Maru* (Australian Line) which left here on the 4th June, is to arrive at Melbourne on the 28th June, a.m.
The N. Y. K. s.s. *Kumano Maru* (Australian Line) left Nagasaki for this port on the 28th June, and is expected here on the 30th June.
The N. Y. K. s.s. *Hitachi Maru* (European Line) left Singapore for this port on the 28th June, and is expected here on the 30th June.
The N. Y. K. s.s. *Sanyu Maru* (American Line) left Seattle for this port on the 17th June, and is expected here on the 30th June.
The N. Y. K. s.s. *Sanyu Maru* (American Line) left Seattle for this port on the 17th June, and is expected here on the 30th June.
The O. S. K. steamer *Santa* Maru from Tacoma, arrived at Manila on 28th June, and will leave again for this port on June 30th, and is due at Hongkong on July 1st.
The Ben Line s.s. *Bandana* from Leith, Middlebrook, and London, left Singapore on the 27th June for this port and may be expected to arrive here on or about the 30th June.
June 27, *Lothian*, *Stentor*, *Demodocus*, *Nankai*.

PASSENGERS.

ARRIVED.
Per Eastern, from Melbourne, etc., Mr. W. D. Dorey, Major and Mrs. W. S. Grove, Mr. J. G. Graham, Mr. Ed. Krueger, Mr. Ralph McCulloch, Miss Nicholas Candlish, Mr. C. F. Becker, Mr. McPeck, Mr. and Mrs. S. Warley, Mr. Symonickoff.

SHIPPING REPORTS.

The British steamer *Yi Loong* from Bangkok reports: Fine weather during the voyage.
The British steamer *Eastern* from Manila reports: Fine weather and smooth sea generally.
The British steamer *Johang* from Ching-wai reports: Light wind, smooth sea and the clear weather throughout passage.

PASSENGERS EXPECTED.

Per P. & O. steamer *India* from London, May 31, Mr. R. H. Knight, Mr. F. Malligan, Mr. H. Clegg, Mr. K. W. Andrew, Mr. H. L. Agnew, Mr. K. Forsyth, Mr. K. Newall, Hon. C. Spencer, Mr. G. Barnes, Mr. A. J. O. Taylor.

BLACK & WHITE WHISKY.



Garner, Quelch & Co.,

SOLE AGENTS

Hongkong, June 5, 1913.

To-day's Advertisements

KOWLOON CANTON RAILWAY.
(BRITISH SECTION).
NOTICE.

NOTICE IS HEREBY GIVEN that an Additional Train will leave Kowloon for Sheung Shui (Fishing Golf Links) at 8.35 a.m. on TUESDAY, July 1st, 1913, calling at Taiipo at 9.00 a.m. and arriving Sheung Shui at 9.12 a.m.
By Order,
H. P. WINSLOW,
Manager.

Kowloon, June 25, 1913.

FIRE INSURANCE ASSOCIATION OF HONGKONG.
BANK HOLIDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on TUESDAY, 1st July, 1913.
By Order,
A. R. LOWE,
Secretary.

Hongkong, June 27, 1913.

MARINE INSURANCE ASSOCIATION OF HONGKONG.
BANK HOLIDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on TUESDAY, 1st July, 1913.
By Order,
A. R. LOWE,
Secretary.

Hongkong, June 27, 1913.

TO LET.

UNFURNISHED, "EDGEHILL," No. 6, A. The Peak. A 17-roomed apartment.
Apply
C/O S. J. DAVIS & Co.,
Hongkong, June 28, 1913.

BYSACK'S HIPPODROME CIRCUS.

WESTERN GATE, WONG SHA, CANTON.

OPENING PERFORMANCE WEDNESDAY, at Noon.

LOCATION: CONVENIENT FOR FOREIGNERS RESIDENT IN SHAMEN.

Entire Circus and Menagerie.

Hongkong, June 28, 1913.

EXCHANGE.

Hongkong, June 28, 1913.
On London, 1/11 1/2
On demand, 1/11 1/2
On 30 days sight, 1/11 1/2
On 60 days sight, 1/11 1/2
On 90 days sight, 1/11 1/2
On 120 days sight, 1/11 1/2
On 150 days sight, 1/11 1/2
On 180 days sight, 1/11 1/2
On 210 days sight, 1/11 1/2
On 240 days sight, 1/11 1/2
On 270 days sight, 1/11 1/2
On 300 days sight, 1/11 1/2
On 330 days sight, 1/11 1/2
On 360 days sight, 1/11 1/2
On 390 days sight, 1/11 1/2
On 420 days sight, 1/11 1/2
On 450 days sight, 1/11 1/2
On 480 days sight, 1/11 1/2
On 510 days sight, 1/11 1/2
On 540 days sight, 1/11 1/2
On 570 days sight, 1/11 1/2
On 600 days sight, 1/11 1/2
On 630 days sight, 1/11 1/2
On 660 days sight, 1/11 1/2
On 690 days sight, 1/11 1/2
On 720 days sight, 1/11 1/2
On 750 days sight, 1/11 1/2
On 780 days sight, 1/11 1/2
On 810 days sight, 1/11 1/2
On 840 days sight, 1/11 1/2
On 870 days sight, 1/11 1/2
On 900 days sight, 1/11 1/2
On 930 days sight, 1/11 1/2
On 960 days sight, 1/11 1/2
On 990 days sight, 1/11 1/2
On 1020 days sight, 1/11 1/2
On 1050 days sight, 1/11 1/2
On 1080 days sight, 1/11 1/2
On 1110 days sight, 1/11 1/2
On 1140 days sight, 1/11 1/2
On 1170 days sight, 1/11 1/2
On 1200 days sight, 1/11 1/2
On 1230 days sight, 1/11 1/2
On 1260 days sight, 1/11 1/2
On 1290 days sight, 1/11 1/2
On 1320 days sight, 1/11 1/2
On 1350 days sight, 1/11 1/2
On 1380 days sight, 1/11 1/2
On 1410 days sight, 1/11 1/2
On 1440 days sight, 1/11 1/2
On 1470 days sight, 1/11 1/2
On 1500 days sight, 1/11 1/2
On 1530 days sight, 1/11 1/2
On 1560 days sight, 1/11 1/2
On 1590 days sight, 1/11 1/2
On 1620 days sight, 1/11 1/2
On 1650 days sight, 1/11 1/2
On 1680 days sight, 1/11 1/2
On 1710 days sight, 1/11 1/2
On 1740 days sight, 1/11 1/2
On 1770 days sight, 1/11 1/2
On 1800 days sight, 1/11 1/2
On 1830 days sight, 1/11 1/2
On 1860 days sight, 1/11 1/2
On 1890 days sight, 1/11 1/2
On 1920 days sight, 1/11 1/2
On 1950 days sight, 1/11 1/2
On 1980 days sight, 1/11 1/2
On 2010 days sight, 1/11 1/2
On 2040 days sight, 1/11 1/2
On 2070 days sight, 1/11 1/2
On 2100 days sight, 1/11 1/2
On 2130 days sight, 1/11 1/2
On 2160 days sight, 1/11 1/2
On 2190 days sight, 1/11 1/2
On 2220 days sight, 1/11 1/2
On 2250 days sight, 1/11 1/2
On 2280 days sight, 1/11 1/2
On 2310 days sight, 1/11 1/2
On 2340 days sight, 1/11 1/2
On 2370 days sight, 1/11 1/2
On 2400 days sight, 1/11 1/2
On 2430 days sight, 1/11 1/2
On 2460 days sight, 1/11 1/2
On 2490 days sight, 1/11 1/2
On 2520 days sight, 1/11 1/2
On 2550 days sight, 1/11 1/2
On 2580 days sight, 1/11 1/2
On 2610 days sight, 1/11 1/2
On 2640 days sight, 1/11 1/2
On 2670 days sight, 1/11 1/2
On 2700 days sight, 1/11 1/2
On 2730 days sight, 1/11 1/2
On 2760 days sight, 1/11 1/2
On 2790 days sight, 1/11 1/2
On 2820 days sight, 1/11 1/2
On 2850 days sight, 1/11 1/2
On 2880 days sight, 1/11 1/2
On 2910 days sight, 1/11 1/2
On 2940 days sight, 1/11 1/2
On 2970 days sight, 1/11 1/2
On 3000 days sight, 1/11 1/2
On 3030 days sight, 1/11 1/2
On 3060 days sight, 1/11 1/2
On 3090 days sight, 1/11 1/2
On 3120 days sight, 1/11 1/2
On 3150 days sight, 1/11 1/2
On 3180 days sight, 1/11 1/2
On 3210 days sight, 1/11 1/2
On 3240 days sight, 1/11 1/2
On 3270 days sight, 1/11 1/2
On 3300 days sight, 1/11 1/2
On 3330 days sight, 1/11 1/2
On 3360 days sight, 1/11 1/2
On 3390 days sight, 1/11 1/2
On 3420 days sight, 1/11 1/2
On 3450 days sight, 1/11 1/2
On 3480 days sight, 1/11 1/2
On 3510 days sight, 1/11 1/2
On 3540 days sight, 1/11 1/2
On 3570 days sight, 1/11 1/2
On 3600 days sight, 1/11 1/2
On 3630 days sight, 1/11 1/2
On 3660 days sight, 1/11 1/2
On 3690 days sight, 1/11 1/2
On 3720 days sight, 1/11 1/2
On 3750 days sight, 1/11 1/2
On 3780 days sight, 1/11 1/2
On 3810 days sight, 1/11 1/2
On 3840 days sight, 1/11 1/2
On 3870 days sight, 1/11 1/2
On 3900 days sight, 1/11 1/2
On 3930 days sight, 1/11 1/2
On 3960 days sight, 1/11 1/2
On 3990 days sight, 1/11 1/2
On 4020 days sight, 1/11 1/2
On 4050 days sight, 1/11 1/2
On 4080 days sight, 1/11 1/2
On 4110 days sight, 1/11 1/2
On 4140 days sight, 1/11 1/2
On 4170 days sight, 1/11 1/2
On 4200 days sight, 1/11 1/2
On 4230 days sight, 1/11 1/2
On 4260 days sight, 1/11 1/2
On 4290 days sight, 1/11 1/2
On 4320 days sight, 1/11 1/2
On 4350 days sight, 1/11 1/2
On 4380 days sight, 1/11 1/2
On 4410 days sight, 1/11 1/2
On 4440 days sight, 1/11 1/2
On 4470 days sight, 1/11 1/2
On 4500 days sight, 1/11 1/2
On 4530 days sight, 1/11 1/2
On 4560 days sight, 1/11 1/2
On 4590 days sight, 1/11 1/2
On 4620 days sight, 1/11 1/2
On 4650 days sight, 1/11 1/2
On 4680 days sight, 1/11 1/2
On 4710 days sight, 1/11 1/2
On 4740 days sight, 1/11 1/2
On 4770 days sight, 1/11 1/2
On 4800 days sight, 1/11 1/2
On 4830 days sight, 1/11 1/2
On 4860 days sight, 1/11 1/2
On 4890 days sight, 1/11 1/2
On 4920 days sight, 1/11 1/2
On 4950 days sight, 1/11 1/2
On 4980 days sight, 1/11 1/2
On 5010 days sight, 1/11 1/2
On 5040 days sight, 1/11 1/2
On 5070 days sight, 1/11 1/2
On 5100 days sight, 1/11 1/2
On 5130 days sight, 1/11 1/2
On 5160 days sight, 1/11 1/2
On 5190 days sight, 1/11 1/2
On 5220 days sight, 1/11 1/2
On 5250 days sight, 1/11 1/2
On 5280 days sight, 1/11 1/2
On 5310 days sight, 1/11 1/2
On 5340 days sight, 1/11 1/2
On 5370 days sight, 1/11 1/2
On 5400 days sight, 1/11 1/2
On 5430 days sight, 1/11 1/2
On 5460 days sight, 1/11 1/2
On 5490 days sight, 1/11 1/2
On 5520 days sight, 1/11 1/2
On 5550 days sight, 1/11 1/2
On 5580 days sight, 1/11 1/2
On 5610 days sight, 1/11 1/2
On 5640 days sight, 1/11 1/2
On 5670 days sight, 1/11 1/2
On 5700 days sight, 1/11 1/2
On 5730 days sight, 1/11 1/2
On 5760 days sight, 1/11 1/2
On 5790 days sight, 1/11 1/2
On 5820 days sight, 1/11 1/2
On 5850 days sight, 1/11 1/2
On 5880 days sight, 1/11 1/2
On 5910 days sight, 1/11 1/2
On 5940 days sight, 1/11 1/2
On 5970 days sight, 1/11 1/2
On 6000 days sight, 1/11 1/2
On 6030 days sight, 1/11 1/2
On 6060 days sight, 1/11 1/2
On 6090 days sight, 1/11 1/2
On 6120 days sight, 1/11 1/2
On 6150 days sight, 1/11 1/2
On 6180 days sight, 1/11 1/2
On 6210 days sight, 1/11 1/2
On 6240 days sight, 1/11 1/2
On 6270 days sight, 1/11 1/2
On 6300 days sight, 1/11 1/2
On 6330 days sight, 1/11 1/2
On 6360 days sight, 1/11 1/2
On 6390 days sight, 1/11 1/2
On 6420 days sight, 1/11 1/2
On 6450 days sight, 1/11 1/2
On 6480 days sight, 1/11 1/2
On 6510 days sight, 1/11 1/2
On 6540 days sight, 1/11 1/2
On 6570 days sight, 1/11 1/2
On 6600 days sight, 1/11 1/2
On 6630 days sight, 1/11 1/2
On 6660 days sight, 1/11 1/2
On 6690 days sight, 1/11 1/2
On 6720 days sight, 1/11 1/2
On 6750 days sight, 1/11 1/2
On 6780 days sight, 1/11 1/2
On 6810 days sight, 1/11 1/2
On 6840 days sight, 1/11 1/2
On 6870 days sight, 1/11 1/2
On 6900 days sight, 1/11 1/2
On 6930 days sight, 1/11 1/2
On 6960 days sight, 1/11 1/2
On 6990 days sight, 1/11 1/2
On 7020 days sight, 1/11 1/2
On 7050 days sight, 1/11 1/2
On 7080 days sight, 1/11 1/2
On 7110 days sight, 1/11 1/2
On 7140 days sight, 1/11 1/2
On 7170 days sight, 1/11 1/2
On 7200 days sight, 1/11 1/2
On 7230 days sight, 1/11 1/2
On 7260 days sight, 1/11 1/2
On 7290 days sight, 1/11 1/2
On 7320 days sight, 1/11 1/2
On 7350 days sight, 1/11 1/2
On 7380 days sight, 1/11 1/2
On 7410 days sight, 1/11 1/2
On 7440 days sight, 1/11 1/2
On 7470 days sight, 1/11 1/2
On 7500 days sight, 1/11 1/2
On 7530 days sight, 1/11 1/2
On 7560 days sight, 1/11 1/2
On 7590 days sight, 1/11 1/2
On 7620 days sight, 1/11 1/2
On 7650 days sight, 1/11 1/2
On 7680 days sight, 1/11 1/2
On 7710 days sight, 1/11 1/2
On 7740 days sight, 1/11 1/2
On 7770 days sight, 1/11 1/2
On 7800 days sight, 1/11 1/2
On 7830 days sight, 1/11 1/2
On 7860 days sight, 1/11 1/2
On 7890 days sight, 1/11 1/2
On 7920 days sight, 1/11 1/2
On 7950 days sight, 1/11 1/2
On 7980 days sight, 1/11 1/2
On 8010 days sight, 1/11 1/2
On 8040 days sight, 1/11 1/2
On 8070 days sight, 1/11 1/2
On 8100 days sight, 1/11 1/2
On 8130 days sight, 1/11 1/2
On 8160 days sight, 1/11 1/2
On 8190 days sight, 1/11 1/2
On 8220 days sight, 1/11 1/2
On 8250 days sight, 1/11 1/2
On 8280 days sight, 1/11 1/2
On 8310 days sight, 1/11 1/2
On 8340 days sight, 1/11 1/2
On 8370 days sight, 1/11 1/2
On 8400 days sight, 1/11 1/2
On 8430 days sight, 1/11 1/2
On 8460 days sight, 1/11 1/2
On 8490 days sight, 1/11 1/2
On 8520 days sight, 1/11 1/2
On 8550 days sight, 1/11 1/2
On 8580 days sight, 1/11 1/2
On 8610 days sight, 1/11 1/2
On 8640 days sight, 1/11 1/2
On 8670 days sight, 1/11 1/2
On 8700 days sight, 1/11 1/2
On 8730 days sight, 1/11 1/2
On 8760 days sight, 1/11 1/2
On 8790 days sight, 1/11 1/2
On 8820 days sight, 1/11 1/2
On 8850 days sight, 1/11 1/2
On 8880 days sight, 1/11 1/2
On 8910 days sight, 1/11 1/2
On 8940 days sight, 1/11 1/2
On 8970 days sight, 1/11 1/2
On 9000 days sight, 1/11 1/2
On 9030 days sight, 1/11 1/2
On 9060 days sight, 1/11 1/2
On 9090 days sight, 1/11 1/2
On 9120 days sight, 1/11 1/2
On 9150 days sight, 1/11 1/2
On 9180 days sight, 1/11 1/2
On 9210 days sight, 1/11 1/2
On 9240 days sight, 1/11 1/2
On 9270 days sight, 1/11 1/2
On 9300 days sight, 1/11 1/2
On 9330 days sight, 1/11 1/2
On 9360 days sight, 1/11 1/2
On 9390 days sight, 1/11 1/2
On 9420 days sight, 1/11 1/2
On 9450 days sight, 1/11 1/2
On 9480 days sight, 1/11 1/2
On 9510 days sight, 1/11 1/2
On 9540 days sight, 1/11 1/2
On 9570 days sight, 1/11 1/2
On 9600 days sight, 1/11 1/2
On 9630 days sight, 1/11 1/2
On 9660 days sight, 1/11 1/2
On 9690 days sight, 1/11 1/2
On 9720 days sight, 1/11 1/2
On 9750 days sight, 1/11 1/2
On 9780 days sight, 1/11 1/2
On 9810 days sight, 1/11 1/2
On 9840 days sight, 1/11 1/2
On 9870 days sight, 1/11 1/2
On 9900 days sight, 1/11 1/2
On 9930 days sight, 1/11 1/2
On 9960 days sight, 1/11 1/2
On 9990 days sight, 1/11 1/2
On 10020 days sight, 1/11 1/2
On 10050 days sight, 1/11 1/2
On 10080 days sight, 1/11 1/2
On 10110 days sight, 1/11 1/2
On 10140 days sight, 1/11 1/2
On 10170 days sight, 1/11 1/2
On 10200 days sight, 1/11 1/2
On 10230 days sight, 1/11 1/2
On 10260 days sight, 1/11 1/2
On 10290 days sight, 1/11 1/2
On 10320 days sight, 1/11 1/2
On 10350 days sight, 1/11 1/2
On 10380 days sight, 1/11 1/2
On 10410 days sight, 1/11 1/2
On 10440 days sight, 1/11 1/2
On 10470 days sight, 1/11 1/2
On 10500 days sight, 1/11 1/2
On 10530 days sight, 1/11 1/2
On 10560 days sight, 1/11 1/2
On 10590 days sight, 1/11 1/2
On 10620 days sight, 1/11 1/2
On 10650 days sight, 1/11 1/2
On 10680 days sight, 1/11 1/2
On 10710 days sight, 1/11 1/2
On 10740 days sight, 1/11 1/2
On 10770 days sight, 1/11 1/2
On 10800 days sight, 1/11 1/2
On 10830 days sight, 1/11 1/2
On 10860 days sight, 1/11 1/2
On 10890 days sight, 1/11 1/2
On 10920 days sight, 1/11 1/2
On 10950 days sight, 1/11 1/2
On 10980 days sight, 1/11 1/2
On 11010 days sight, 1/11 1/2
On 11040 days sight, 1/11 1/2
On 11070 days sight, 1/11 1/2
On 11100 days sight, 1/11 1/2
On 11130 days sight, 1/11 1/2
On 11160 days sight, 1/11 1/2
On 11190 days sight, 1/11 1/2
On 11220 days sight, 1/11 1/2
On 11250 days sight, 1/11 1/2
On 11280 days sight, 1/11 1/2
On 11310 days sight, 1/11 1/2
On 11340 days sight, 1/11 1/2
On 11370 days sight, 1/11 1/2
On 11